| | FUNDING SOURCE | | | | | | | | | | |
|-----------------------|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|----------------------------|
| | FUNDING SOURCE | 2010 | /11 | 2011 | /12 | 2012 | /13 | 2013/ | 14 | тот | AL |
| | | Previous | Current | Previous | Current | Previous | Current | Previous | Current | Previous | Current |
| | Sales Tax | \$2,166,216 | \$2,174,999 | \$1,931,828 | \$1,893,200 | \$1,914,002 | \$1,885,942 | \$1,979,037 | \$1,985,390 | \$7,991,083 | \$7,939,531 |
| | City | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | County | \$1,632,430 | \$1,668,395 | \$1,377,859 | \$1,368,277 | \$1,487,398 | \$1,494,894 | \$1,467,872 | \$1,468,352 | \$5,965,559 | \$5,999,918 |
| | Other (Transportation Development Act) | \$533,786 | \$506,604 | \$553,969 | \$524,923 | \$426,604 | \$391,048 | \$511,165 | \$517,038 | \$2,025,524 | \$1,939,613 |
| | Gas Tax | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Gas Tax (Subventions to Cities) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Gas Tax (Subventions to Counties) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| OCAL | Other Local Funds City General Funds | \$2,253,032 \$698,456 | \$2,176,407 \$697,158 | \$3,977,132 \$510,474 | \$3,973,095 \$524,444 | \$2,309,270 \$472,065 | \$2,170,938 \$466,382 | \$1,322,307 \$552,926 | \$1,417,277 \$575,104 | \$9,861,741 \$2,233,921 | \$9,737,717 \$2,263,088 |
| ŏ | City General Funds Street Taxes and Developer Fees | \$144,835 | \$126,519 | \$330,969 | \$320,664 | \$365,101 | \$251,970 | \$552,926 \$95,286 | \$575,104 \$131,286 | \$2,233,921 | \$2,263,088 |
| | Street Taxes and Developer Fees Other (Specify) | \$1,409,741 | \$1,352,730 | \$3,135,689 | \$3,127,987 | \$1,472,104 | \$1,452,586 | \$674,095 | \$710,887 | \$6,691,629 | \$6,644,190 |
| | Transit | \$96,184 | \$96,184 | \$98,613 | \$98,613 | \$103,692 | \$103,692 | \$110,272 | \$110,272 | \$408,761 | \$408,761 |
| | Transit Fares | \$96,184 | \$96,184 | \$98,613 | \$98,613 | \$103,692 | \$103,692 | \$110,272 | \$110,272 | \$408,761 | \$408,761 |
| | Other Transit (e.g., parcel/property taxes, parking revenue, etc) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Tolls (e.g., non-state owned bridges) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other (Please Specify) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Local Total | \$4,515,432 | \$4,447,590 | \$6,007,573 | \$5,964,908 | \$4,326,964 | \$4,160,572 | \$3,411,616 | \$3,512,939 | \$18,261,585 | \$18,086,009 |
| | Tolls | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Ψ. | Corridor | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Æ | Regional Transit Fares/Measures | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 8 | Regional Sales Tax | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| REGIONAL ¹ | Regional Bond Revenue | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 22 | Regional Gas Tax | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 \$0 | \$0 |
| | Vehicle Registration Fees (CARB Fees, SAFE) Other (Please Specify) | \$0 \$0 | \$0 \$0 |
| | Regional Total | \$0 | \$0 \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 \$0 |
| | State Highway Operations and Protection Program (SHOPP) | \$2,065,724 | \$2,095,086 | \$656,028 | \$697,114 | \$426,768 | \$476,994 | \$784,543 | \$562,380 | \$3,933,063 | \$3,831,574 |
| | SHOPP (Including Augmentation) | \$2,027,013 | \$2,056,375 | \$656,028 | \$697,114 | \$426,768 | \$476,994 | \$784,543 | \$562,380 | \$3,894,352 | \$3,792,863 |
| | SHOPP Prior | \$38,711 | \$38,711 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$38,711 | \$38,711 |
| | State Transportation Improvement Program (STIP) | \$745,147 | \$739,755 | \$436,273 | \$423,874 | \$549,099 | \$332,403 | \$221,247 | \$217,642 | \$1,951,766 | \$1,713,674 |
| | STIP (Including Augmentation) | \$600,189 | \$594,797 | \$407,927 | \$388,212 | \$519,367 | \$304,790 | \$203,495 | \$203,495 | \$1,730,978 | \$1,491,294 |
| | Transportation Enhancement | \$20,077 | \$20,077 | \$27,917 | \$35,233 | \$27,443 | \$27,443 | \$17,752 | \$14,147 | \$93,189 | \$96,900 |
| | TE - RIP | \$13,278 | \$13,278 | \$27,267 | \$34,583 | \$22,935 | \$22,935 | \$13,206 | \$9,601 | \$76,686 | \$80,397 |
| | TE - IIP | \$6,799 | \$6,799 | \$650 | \$650 | \$4,508 | \$4,508 | \$4,546 | \$4,546 | \$16,503 | \$16,503 |
| | STIP Prior* | \$117,928 | \$117,928 | \$379 | \$379 | \$0 | \$0 | \$0 | \$0 | \$118,307 | \$118,307 |
| 벁 | Transportation Enhancement | \$6,953 | \$6,953 | \$50 | \$50 | \$2,289 | \$170 | \$0 | \$0 | \$9,292 | \$7,173 |
| STATE | TE - RIP | \$6,953 | \$6,953 | \$50 | \$50 | \$2,289 | \$170 | \$0 | \$0 | \$9,292 | \$7,173 |
| o | TE - IIP | \$0 | \$0 \$07E 102 | \$0 \$556,439 | \$0 | \$0 \$988,483 | \$0 \$991,483 | \$0 \$90,891 | \$0 | \$0 \$2,556,984 | \$0 \$2,593,006 |
| | Proposition 1 B ⁴ GARVEE Bonds | \$921,171 | \$875,193 \$37,071 | \$556,439 \$36,571 | \$629,439 \$36,571 | \$988,483 \$35,272 | \$991,483 \$35,272 | \$90,891 \$35,272 | \$96,891 | \$2,556,984 \$144,186 | \$2,593,006 \$144.186 |
| | Highway Maintenance (HM) | \$37,071 \$66,410 | \$37,071 \$66.410 | \$36,571 \$0 | \$36,571 \$0 | \$35,272 \$0 | \$35,272 \$0 | \$35,272 \$0 | \$35,272 \$0 | \$144,186 \$66,410 | \$144,186 \$66.410 |
| | Traffic Congestion Relief Program (TCRP) | \$98,391 | \$99,131 | \$58,528 | \$58,528 | \$55,705 | \$55,705 | \$31,833 | \$31,833 | \$244,457 | \$245,197 |
| | State Transit Assistance (STA) | | | | | | | | | | |
| | (e.g., population/revenue based, Prop 42) | \$5,693 | \$5,693 | \$3,134 | \$3,134 | \$1,529 | \$1,529 | \$1,978 | \$1,978 | \$12,334 | \$12,334 |
| | Other - See Note 1 below | \$27,582 | \$32,600 | \$18,004 | \$18,031 | \$53,644 | \$55,242 | \$12,405 | \$14,003 | \$111,635 | \$119,876 |
| | State Total | \$3,967,189 | \$3,950,939 | \$1,764,977 | \$1,866,691 | \$2,110,500 | \$1,948,628 | \$1,178,169 | \$959,999 | \$9,020,835 | \$8,726,257 |
| | Bus and Bus Related Grants (5309c) | \$81,989 | \$87,107 | \$0 | \$836 | \$610 | \$610 | \$3,161 | \$3,161 | \$85,760 | \$91,714 |
| | Clean Fuel Formula Program (5308) | \$1,701 | \$4,703 | \$370 | \$370 | \$0 | \$0 | \$0 | \$0 | \$2,071 | \$5,073 |
| | Elderly & Persons with Disabilities Formula Program (5310) | \$4,060 | \$4,060 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,060 | \$4,060 |
| | Fixed Guideway Modernization (5309a) | \$55,996 | \$56,878 | \$54,437 | \$55,271 | \$50,886 | \$50,886 | \$51,642 | \$51,642 | \$212,961 | \$214,677 |
| SI | Intercity Bus (5311f) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ž | Job Access and Reverse Commute Program (5316) | \$12,694 | \$13,971 | \$11,062 | \$11,062 | \$11,166 | \$11,166 | \$11,266 | \$11,266 | \$46,188 | \$47,465 |

| | FUNDING COURCE | | | | | | | | | | |
|-----------------|--|-------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | FUNDING SOURCE | 2010/11 | | 2011/ | 12 | 2012/13 | | 2013/14 | | TOTAL | |
| | | Previous | Current | Previous | Current | Previous | Current | Previous | Current | Previous | Current |
| .≥ | Metropolitan Planning (5303) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| FEDERAL TRA | New and Small Starts (Capital Investment Grants) (5309b) | \$45,017 | \$45,017 | \$51,800 | \$51,800 | \$276,800 | \$276,800 | \$187,900 | \$187,900 | \$561,517 | \$561,517 |
| A A | New Freedom (5317) | \$5,576 | \$6,106 | \$4,950 | \$4,950 | \$4,875 | \$4,875 | \$4,928 | \$4,928 | \$20,329 | \$20,859 |
| | Nonurbanized Area Formula Program (5311) | \$3,032 | \$3,032 | \$1,897 | \$1,897 | \$1,564 | \$1,564 | \$1,626 | \$1,626 | \$8,119 | \$8,119 |
| 뿐 | Public Transportation on Indian Reservation (5311c) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Transit in the Parks (5320) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Urbanized Area Formula Program (5307) | \$471,397 | \$492,036 | \$296,368 | \$291,985 | \$284,609 | \$286,491 | \$262,597 | \$266,260 | \$1,314,971 | \$1,336,772 |
| | Other - See Note 2 below | \$5,494 | \$6,464 | \$10,420 | \$10,420 | \$8,000 | \$8,000 | \$7,750 | \$7,750 | \$31,664 | \$32,634 |
| | Federal Transit Total Federal Highway Non-Discretionary | \$686,956 | \$719,374 | \$431,304 | \$428,591 | \$638,510 | \$640,392 | \$530,870 | \$534,533 | \$2,287,640 | \$2,322,890 |
| | Congestion Mitigation and Air Quality (CMAQ) (See note below) | \$256,349 | \$256.349 | \$249,679 | \$249,679 | \$250,101 | \$250.101 | \$254.604 | \$254,604 | \$1,010,733 | \$1,010,733 |
| | Surface Transportation Program (Regional) | \$192,180 | \$250,349 \$192,180 | \$195,644 | \$195,644 | \$199,166 | \$199,166 | \$202,755 | \$202,755 | \$789,745 | \$789,745 |
| | High Risk Rural Road (HRRR) | \$172,180 | \$172,180 | \$1,457 | \$1,457 | \$756 | \$756 | \$202,733 | \$202,755 | \$2,213 | \$2,213 |
| | Highway Bridge Program (HBP) | \$72.837 | \$96,892 | \$136,283 | \$122,923 | \$107,497 | \$108,275 | \$113,615 | \$111,363 | \$430,232 | \$439,453 |
| | Highway Safety Improvement Program (HSIP) | \$16,790 | \$17,825 | \$16,541 | \$33,681 | \$22,379 | \$29,066 | \$0 | \$12,214 | \$55,710 | \$92,786 |
| | Railway (Section 130) | \$0 | \$1,656 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,656 |
| | Safe Routes to School (SRTS) (SAFETEA-LU) | \$5,960 | \$5,960 | \$13,268 | \$13,268 | \$6,356 | \$6,356 | \$0 | \$0 | \$25,584 | \$25,584 |
| | Transportation Improvements (TI) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Federal Lands Highway | \$9,448 | \$9,448 | \$2,000 | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$11,448 | \$11,448 |
| | Other - See note 3 below | \$54,139 | \$56,544 | \$5,349 | \$2,149 | \$0 | \$0 | \$871 | \$871 | \$60,359 | \$59,564 |
| Α̈́ | Subtotal | \$607,703 | \$636,854 | \$620,221 | \$620,801 | \$586,255 | \$593,720 | \$571,845 | \$581,807 | \$2,386,024 | \$2,433,182 |
| 를 . | Federal Highway Discretionary Programs | | | | | | | | | | |
| ≘ | Bridge Discretionary Program | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| FEDERAL HIGHWAY | Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Ë | Coordinated Border Infrastructure (SAFETEA-LU Sec.1303) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 屉 | Ferry Boat Discretionary | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | High Priority Projects (HPP) | \$227,049 | \$243,690 | \$51,734 | \$56,078 | \$34,134 | \$35,330 | \$17,487 | \$17,487 | \$330,404 | \$352,585 |
| | National Scenic Byways Program | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Projects of National/Regional Significance (SAFETEA-LU Sec. 1301) | \$42,950 | \$42,950 | \$52,487 | \$52,487 | \$0 | \$0 | \$7,500 | \$7,500 | \$102,937 | \$102,937 |
| | Public Lands Highway | \$4,675 | \$4,675 | \$0 | \$0 | \$0 | \$581 | \$0 | \$0 | \$4,675 | \$5,256 |
| | Recreational Trails | \$1,798 | \$1,798 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,798 | \$1,798 |
| | Transportation and Community and System Preservation Program | \$3,132 | \$3,509 | \$496 | \$496 | \$0 | \$0 | \$0 | \$0 | \$3,628 | \$4,005 |
| | Other - See note 4 below | \$80,521 | \$93,946 | \$17,497 | \$28,147 | \$13,856 | \$14,465 | \$483 | \$483 | \$112,357 | \$137,041 |
| | Subtotal | \$360.125 | \$390,568 | \$122,214 | \$137,208 | \$47,990 | \$50.376 | \$25,470 | \$25.470 | \$555,799 | \$603.622 |
| | Federal Highway Total | \$967,828 | \$1,027,422 | \$742,435 | \$758,009 | \$634,245 | \$644,096 | \$597,315 | \$607,277 | \$2,941,823 | \$3,036,804 |
| | FEDERAL TOTAL ² | \$1,654,784 | \$1,746,796 | \$1,173,739 | \$1,186,600 | \$1,272,755 | \$1,284,488 | \$1,128,185 | \$1,141,810 | \$5,229,463 | \$5,359,694 |

2010/11-2013/14 Federal Transportation Improvement Program - Amendment #11-06

| | FUNDING SOURCE | | | | | | | | | | |
|---------------|--|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|
| | | | 2010/11 | | 2011/12 | | 2012/13 | | 3/14 | TOTAL | |
| | | Previous | Current | Previous | Current | Previous | Current | Previous | Current | Previous | Current |
| | TIFIA (Transportation Infrastructure Finance and Innovation Act) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ATIVE FINANCE | State Infrastructure Bank | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Ž | Section 129 Loans | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| I≧ | Rail Rehab & Improvement Financing | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ш | Private Activity Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ≥ | Private Concession Fees | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Private Donations | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| NNOV | Program Income (from a federal project) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Z | Other (Please specify) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Innovative Financing Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| REVEN | IUE TOTAL | \$10,137,405 | \$10,145,325 | \$8,946,289 | \$9,018,199 | \$7,710,219 | \$7,393,688 | \$5,717,970 | \$5,614,748 | \$32,511,883 | \$32,171,960 |

NOTES:

Note 1 - For Amendment 6 this includes AB2766, STA-PUC, ER-State, State Cash, STA-BLA, CTSGP, and OES funds

Note 2 - For Amendment 6 this includes ARRA-FRA funds

Note 3 - For Amendment 6 this includes STPE-L, STP, and IM funds

Note 4 - For Amendment 6 this includes 2006 Earmarks, 2009 Earmarks, BIA, EDA, FEMA, IM-EAR, IM-2764, IM-HR4818, IMD, Section 112, Section 117, Section 125, Section 129, STP-HR4818,

¹Regional: Some MPOs may not have regional fund sources. In these cases, data is shown as "zero" or not applicable.

²Federal Total: Is the sum of federal highway and federal transit programs.

³Innovative Finance: Toll revenues are included under local and regional while GARVEE bond revenues are included under state.

Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation.

⁵Fund Estimate - Unprogrammed Capacity: Difference between Obligation Authority level and Apportionment level, these funds can not be used for programming projects

^{*}Note: STIP/SHOPP funding coming from prior STIP/SHOPP programs.

| | FUNDING COURCE | | | | | | | | | | |
|---------|--|----------------------------|----------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|----------------------------|----------------------------|
| | FUNDING SOURCE | 2010 |)/11 | 2011 | /12 | 2012 | /13 | 2013/14 | | TOTAL | |
| | | Previous | Current | Previous | Current | Previous | Current | Previous | Current | Previous | Current |
| LOCAL | Local Total | \$4,107,042 | \$4,154,788 | \$5,558,921 | \$5,574,200 | \$3,831,267 | \$3,701,090 | \$2,777,634 | \$2,852,789 | \$16,274,864 | \$16,282,867 |
| | Tolls | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| + | Corridor Regional Transit Fares/Measures | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| ₹ | Regional Sales Tax | \$0 | \$0 \$0 | \$0 \$0 | \$0 | \$0 | \$0 \$0 | \$0 | \$0 \$0 | \$0 | \$0 |
|); | Regional Bond Revenue | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Æ | Regional Gas Tax | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Vehicle Registration Fees (CARB Fees, SAFE) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other (Please Specify) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Regional Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Highway Operations and Protection Program (SHOPP) SHOPP (Including Augmentation) | \$2,063,889 \$2,025,178 | \$2,095,086 \$2,056,375 | \$656,028 \$656,028 | \$697,114 \$697,114 | \$401,782 \$401,782 | \$476,994 \$476,994 | \$784,543 \$784,543 | \$562,380 \$562,380 | \$3,906,242 \$3,867,531 | \$3,831,574 \$3,792,863 |
| | SHOPP Prior SHOPP Prior | \$2,025,178 | \$2,056,375 | \$000,028 | \$697,114 | \$401,782 | \$476,994 | \$784,543 | \$502,380 | \$3,867,531 | \$3,792,803 |
| | State Transportation Improvement Program (STIP) | \$739,755 | \$739,755 | \$412,541 | \$423,067 | \$327,766 | \$328,466 | \$216,034 | \$216,034 | \$1,696,096 | \$1,707,322 |
| | STIP (Including Augmentation) | \$594,797 | \$594,797 | \$385,002 | \$388,212 | \$302,671 | \$304,790 | \$203,495 | \$203,495 | \$1,485,965 | \$1,491,294 |
| | Transportation Enhancement | \$20,077 | \$20,077 | \$27,110 | \$34,426 | \$22,806 | \$23,506 | \$12,539 | \$12,539 | \$82,532 | \$90,548 |
| | TE - RIP | \$13,278 | \$13,278 | \$26,850 | \$34,166 | \$20,198 | \$20,898 | \$7,993 | \$7,993 | \$68,319 | \$76,335 |
| | TE - IIP | \$6,799 | \$6,799 | \$260 | \$260 | \$2,608 | \$2,608 | \$4,546 | \$4,546 | \$14,213 | \$14,213 |
| | STIP Prior | \$117,928 | \$117,928 | \$379 | \$379 | \$0 | \$0 | \$0 | \$0 | \$118,307 | \$118,307 |
| l E | Transportation Enhancement TE - RIP | \$6,953 \$6,953 | \$6,953 \$6,953 | \$50 \$50 | \$50 | \$2,289 \$2,289 | \$170 \$170 | \$0 | \$0 \$0 | \$9,292 \$9,292 | \$7,173 \$7,173 |
| STATE | TE - IIP | \$0,953 \$0 | \$0,953 | 02 | \$50 \$0 | \$2,289 | \$170 | \$0 \$0 | \$0 \$0 | \$9,292 | \$7,173 |
| | Proposition 1 B ⁴ | \$920,171 | \$874.193 | \$554.765 | \$627,765 | \$979.093 | \$982.093 | \$90.891 | \$96,891 | \$2.544.920 | \$2.580.942 |
| | GARVEE Bonds | \$37,071 | \$37,071 | \$36,571 | \$36,571 | \$35,272 | \$35,272 | \$35,272 | \$35,272 | \$144,186 | \$144,186 |
| | Highway Maintenance (HM) | \$66,410 | \$66,410 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$66,410 | \$66,410 |
| | Traffic Congestion Relief Program (TCRP) | \$98,391 | \$99,131 | \$58,528 | \$58,528 | \$55,705 | \$55,705 | \$31,833 | \$31,833 | \$244,457 | \$245,197 |
| | State Transit Assistance (STA) (e.g., population/revenue based, Prop 42) | \$4,589 | \$4,981 | \$2,645 | \$2,949 | \$784 | \$784 | \$750 | \$750 | \$8,768 | \$9,464 |
| | Other - See Note 1 below | \$27,582 | \$32,600 | \$18,004 | \$18,031 | \$53,644 | \$55,242 | \$12,405 | \$14,003 | \$111,635 | \$119,876 |
| | State Total | \$3,957,858 | \$3,949,227 | \$1,739,082 | \$1,864,025 | \$1,854,046 | \$1,934,556 | \$1,171,728 | \$957,163 | \$8,722,714 | \$8,704,971 |
| | Bus and Bus Related Grants (5309c) Clean Fuel Formula Program (5308) | \$81,989 \$1,701 | \$87,107 \$4,703 | \$0 \$370 | \$836 \$370 | \$610 \$0 | \$610 \$0 | \$3,161 \$0 | \$3,161 \$0 | \$85,760 \$2,071 | \$91,714 \$5,073 |
| | Elderly & Persons with Disabilities Formula Program (5310) | \$1,701 | \$4,703 \$4,060 | \$370 | \$370 | \$0 | \$0 \$0 | \$0 | \$0 | \$2,071 | \$5,073 |
| | Fixed Guideway Modernization (5309a) | \$55,996 | \$56,878 | \$54,437 | \$55,271 | \$50,886 | \$50,886 | \$51,642 | \$51,642 | \$212,961 | \$214,677 |
| Ë | Intercity Bus (5311f) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ž | Job Access and Reverse Commute Program (5316) | \$12,694 | \$13,971 | \$11,062 | \$11,062 | \$11,166 | \$11,166 | \$11,266 | \$11,266 | \$46,188 | \$47,465 |
| TRANSIT | Metropolitan Planning (5303) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | New and Small Starts (Capital Investment Grants) (5309b) | \$45,017 | \$45,017 | \$51,800 | \$51,800 | \$276,800 | \$276,800 | \$187,900 | \$187,900 | \$561,517 | \$561,517 |
| EDERAL | New Freedom (5317) | \$5,576 | \$6,106 | \$4,950 | \$4,950 | \$4,875 | \$4,875 | \$4,928 | \$4,928 | \$20,329 | \$20,859 |
| E | Nonurbanized Area Formula Program (5311) Public Transportation on Indian Reservation (5311c) | \$3,026 \$0 | \$3,026 \$0 | \$1,880 \$0 | \$1,880 \$0 | \$1,564 \$0 | \$1,564 \$0 | \$1,626 \$0 | \$1,626 \$0 | \$8,096 \$0 | \$8,096 \$0 |
| ш | Transit in the Parks (5320) | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| | Urbanized Area Formula Program (5307) | \$457,322 | \$491,179 | \$273,235 | \$276,006 | \$258,921 | \$267,793 | \$237,359 | \$243,987 | \$1,226,837 | \$1,278,965 |
| | Other - See Note 2 below | \$5,494 | \$6,464 | \$10,420 | \$10,420 | \$8,000 | \$8,000 | \$7,750 | \$7,750 | \$31,664 | \$32,634 |
| | Federal Transit Total | \$672,875 | \$718,511 | \$408,154 | \$412,595 | \$612,822 | \$621,694 | \$505,632 | \$512,260 | \$2,199,483 | \$2,265,060 |
| | Federal Highway Non-Discretionary | | | | | | | | | | |
| | Congestion Mitigation and Air Quality (CMAQ) | \$231,943 | \$232,437 | \$165,764 | \$164,985 | \$207,934 | \$210,282 | \$149,289 | \$150,289 | \$754,930 | \$757,993 |
| | Surface Transportation Program (Regional) | \$186,836 | \$181,392 | \$185,915 | \$186,655 | \$146,207 | \$182,679 | \$143,224 | \$144,034 | \$662,182 | \$694,760 |
| | High Risk Rural Road (HRRR) | \$0 | \$0 | \$1,457 | \$1,457 | \$756 | \$756 | \$0 | \$0 | \$2,213 | \$2,213 |

2010/11-2013/14 Federal Transportation Improvement Program - Amendment #11-06

| | FUNDING COURCE | | | | | | | | | | |
|--------------------|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|
| | FUNDING SOURCE | 2010/11 | | 2011/12 | | 2012/13 | | 2013 | /14 | TOTAL | |
| | | Previous | Current | Previous | Current | Previous | Current | Previous | Current | Previous | Current |
| | Highway Bridge Program (HBP) | \$72,837 | \$96,892 | \$136,283 | \$122,923 | \$106,122 | \$108,275 | \$113,615 | \$111,363 | \$428,857 | \$439,453 |
| | Highway Safety Improvement Program (HSIP) | \$16,790 | \$17,825 | \$16,541 | \$33,681 | \$22,379 | \$29,066 | \$0 | \$12,214 | \$55,710 | \$92,786 |
| | Railway (Section 130) | \$0 | \$1,656 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,656 |
| | Safe Routes to School (SRTS) (SAFETEA-LU) | \$5,960 | \$5,960 | \$13,268 | \$13,268 | \$6,356 | \$6,356 | \$0 | \$0 | \$25,584 | \$25,584 |
| | Transportation Improvements (TI) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Federal Lands Highway | \$9,448 | \$9,448 | \$2,000 | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$11,448 | \$11,448 |
| | Other - See note 3 below | \$54,139 | \$56,544 | \$5,349 | \$2,149 | \$0 | \$0 | \$871 | \$871 | \$60,359 | \$59,564 |
| VAY | Subtotal | \$577,953 | \$602,154 | \$526,577 | \$527,118 | \$489,754 | \$537,414 | \$406,999 | \$418,771 | \$2,001,283 | \$2,085,457 |
| 呈 | Federal Highway Discretionary Programs | | | | | | | | | | |
| 呈 | Bridge Discretionary Program | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| FEDERAL HIGHWAY | Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Ä | Coordinated Border Infrastructure (SAFETEA-LU Sec.1303) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 뷴 | Ferry Boat Discretionary | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | High Priority Projects (HPP) | \$226,632 | \$243,273 | \$47,734 | \$52,078 | \$34,134 | \$35,330 | \$13,928 | \$13,928 | \$322,428 | \$344,609 |
| | National Scenic Byways Program | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Projects of National/Regional Significance (SAFETEA-LU Sec. 1301) | \$42,950 | \$42,950 | \$52,487 | \$52,487 | \$0 | \$0 | \$7,500 | \$7,500 | \$102,937 | \$102,937 |
| | Public Lands Highway Discretionary | \$3,925 | \$3,925 | \$0 | \$0 | \$0 | \$581 | \$0 | \$0 | \$3,925 | \$4,506 |
| | Recreational Trails | \$1,798 | \$1,798 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,798 | \$1,798 |
| | Transportation and Community and System Preservation Program | \$3,132 | \$3,509 | \$496 | \$496 | \$0 | \$0 | \$0 | \$0 | \$3,628 | \$4,005 |
| | Other - See note 4 below | \$80,283 | \$93,708 | \$14,495 | \$25,145 | \$13,856 | \$14,465 | \$483 | \$483 | \$109,117 | \$133,801 |
| | Subtotal | \$358,720 | \$389,163 | \$115,212 | \$130,206 | \$47,990 | \$50,376 | \$21,911 | \$21,911 | \$543,833 | \$591,656 |
| | Federal Highway Total | \$936,673 | \$991,317 | \$641,789 | \$657,324 | \$537,744 | \$587,790 | \$428,910 | \$440,682 | \$2,545,116 | \$2,677,113 |
| | FEDERAL TOTAL ² | \$1,609,548 | \$1,709,828 | \$1,049,943 | \$1,069,919 | \$1,150,566 | \$1,209,484 | \$934,542 | \$952,942 | \$4,744,599 | \$4,942,173 |
| ဗ | TIFIA (Transportation Infrastructure Finance and Innovation Act) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 쁑 | State Infrastructure Bank | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ¥ | Section 129 Loans | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| _ | Rail Rehab & Improvement Financing | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| E E | Private Activity Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| INNOVATIVE FINANCE | Private Concession Fees | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ₹ | Private Donations | \$0 \$0 | \$0 | \$0 \$0 | \$0 | \$0 | \$0 | \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| 2 | Program Income (from a federal project) Other (Please specify) | \$0 \$0 | \$0 \$0 |
| Z | Innovative Financing Total | \$0 \$0 | \$0 | \$0 \$0 | \$0 \$0 | \$0 | \$0 | \$0 | \$0 \$0 | \$0 \$0 | \$0 |
| | · · · · · · · · · · · · · · · · · · · | | | \$8,347,946 | | | \$6,845,130 | | | | \$10,020,011 |
| PRUGR | AMMED TOTAL | \$9,674,448 | \$9,813,843 | \$8,347,946 | \$8,508,144 | \$6,835,879 | \$6,845,130 | \$4,883,904 | \$4,762,894 | \$29,742,177 | \$29,930,011 |

NOTES:

Note 1 - For Amendment 6 this includes AB2766, STA-PUC, ER-State, State Cash, STA-BLA, CTSGP, and OES funds

Note 4 - For Amendment 6 this includes 2006 Earmarks, 2009 Earmarks, BIA, EDA, FEMA, IM-EAR, IM-2764, IM-HR4818, IMD, Section 115, Section 117, Section 125, Section 129, STP-HR4818,

¹Regional: Some MPOs may not have regional fund sources. In these cases, data is shown as "zero" or not applicable.

²Federal Total: Is the sum of federal highway and federal transit programs.

³Innovative Finance: Toll revenues are included under local and regional while GARVEE bond revenues are included under state.

⁴Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation.

^{*}Note: STIP/SHOPP funding coming from prior STIP/SHOPP programs.

Note 2 - For Amendment 6 this includes ARRA-FRA funds

Note 3 - For Amendment 6 this includes STPE-L, STP, and IM funds

| | FUNDING COURSE | | | | | | | | | | |
|----------|--|--------------------|--------------|----------------------|-----------------|------------------------|-----------------|-----------------|-----------------|------------------------|-----------------|
| | FUNDING SOURCE | 2010 | /11 | 2011 | /12 | 2012 | /13 | 2013 | 3/14 | тот | AL |
| | | Previous | Current | Previous | Current | Previous | Current | Previous | Current | Previous | Current |
| LOCAL | Local Total | \$408,390 | \$292,802 | \$448,652 | \$390,708 | \$495,697 | \$459,482 | \$633,982 | \$660,150 | \$1,986,721 | \$1,803,142 |
| | Tolls | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Bridge Corridor | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| - | Comdoi Regional Transit Fares/Measures | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 | \$0 | \$0 \$0 | \$0 \$0 |
| EGIONAL | Regional Sales Tax | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 8 | Regional Bond Revenue | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 뿐 | Regional Gas Tax | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Vehicle Registration Fees (CARB Fees, SAFE) Other (Please Specify) | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| | Other (Please Specify) Regional Total | \$0 \$0 | \$0 | \$0 \$0 | \$0 | \$0 \$0 | \$0 \$0 | \$0 | \$0 \$0 | \$0 | \$0 \$0 |
| | State Highway Operations and Protection Program (SHOPP) | \$1,835 | \$0 | \$0 | \$0 | \$24,986 | \$0 | \$0 | \$0 | \$26,821 | \$0 |
| | SHOPP (Including Augmentation) | \$1,835 | \$0 | \$0 | \$0 | \$24,986 | \$0 | \$0 | \$0 | \$26,821 | \$0 |
| | SHOPP Prior* | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Transportation Improvement Program (STIP) STIP (Including Augmentation) | \$5,392 \$5,392 | \$0 \$0 | \$23,732 \$22,925 | \$807 \$0 | \$221,333 \$216,696 | \$3,937 \$0 | \$5,213 \$0 | \$1,608 \$0 | \$255,670 \$245,013 | \$6,352 \$0 |
| | Transportation Enhancement | \$5,392 | \$0 | \$22,925 | \$807 | \$210,090 | \$3,937 | \$5,213 | \$1,608 | \$10,657 | \$6,352 |
| | TE - RIP | \$0 | \$0 | \$417 | \$417 | \$2,737 | \$2,037 | \$5,213 | \$1,608 | \$8,367 | \$4,062 |
| | TE - IIP | \$0 | \$0 | \$390 | \$390 | \$1,900 | \$1,900 | \$0 | \$0 | \$2,290 | \$2,290 |
| | STIP Prior | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 벁 | Transportation Enhancement | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| STATE | TE - RIP TE - IIP | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| | Proposition 1 B ⁴ | \$1,000 | \$1,000 | \$1,674 | \$1,674 | \$9,390 | \$9.390 | \$0 | \$0 \$0 | \$12,064 | \$12,064 |
| | GARVEE Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Highway Maintenance (HM) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Traffic Congestion Relief Program (TCRP) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Transit Assistance (STA) (e.g., population/revenue based, Prop 42) | \$1,104 | \$712 | \$489 | \$185 | \$745 | \$745 | \$1,228 | \$1,228 | \$3,566 | \$2,870 |
| | Other - See Note 1 below | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Total | \$9,331 | \$1,712 | \$25,895 | \$2,666 | \$256,454 | \$14,072 | \$6,441 | \$2,836 | \$298,121 | \$21,286 |
| | Bus and Bus Related Grants (5309c) Clean Fuel Formula Program (5308) | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| | Elderly & Persons with Disabilities Formula Program (5310) | \$0 | \$0 | \$0 \$0 | \$0 | \$0 | \$0 \$0 | \$0 | \$0 | \$0 | \$0 |
| | Fixed Guideway Modernization (5309a) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SI | Intercity Bus (5311f) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TRANSIT | Job Access and Reverse Commute Program (5316) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Metropolitan Planning (5303) New and Small Starts (Capital Investment Grants) (5309b) | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| EDERAL | New Freedom (5317) | \$0 | \$0 | \$0 \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 岜 | Nonurbanized Area Formula Program (5311) | \$6 | \$6 | \$17 | \$17 | \$0 | \$0 | \$0 | \$0 | \$23 | \$23 |
| Ш | Public Transportation on Indian Reservation (5311c) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Transit in the Parks (5320) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Urbanized Area Formula Program (5307) Other - See Note 2 below | \$14,075 \$0 | \$857 \$0 | \$23,133 \$0 | \$15,979 \$0 | \$25,688 \$0 | \$18,698 \$0 | \$25,238 \$0 | \$22,273 \$0 | \$88,134 \$0 | \$57,807 \$0 |
| | Other - See Note 2 below Federal Transit Total | \$0 \$14,081 | \$863 | \$23,150 | \$15,996 | \$0 \$25,688 | \$0 \$18,698 | \$0 \$25,238 | \$22,273 | \$0 \$88,157 | \$57,830 |
| | Federal Highway Non-Discretionary | \$11,001 | | | <u> </u> | <u> </u> | \$10,070 | <u> </u> | | | |
| | Congestion Mitigation and Air Quality (CMAQ) | \$24,406 | \$23,912 | \$83,915 | \$84,694 | \$42,167 | \$39,819 | \$105,315 | \$104,315 | \$255,803 | \$252,740 |
| | Surface Transportation Program (Regional) | \$5,344 | \$10,788 | \$9,729 | \$8,989 | \$52,959 | \$16,487 | \$59,531 | \$58,721 | \$127,563 | \$94,985 |
| | High Risk Rural Road (HRRR) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

2010/11-2013/14 Federal Transportation Improvement Program - Amendment #11-06

| | FUNDING COURSE | | | | | | | | | | |
|-----------------|--|----------|----------|-----------|-----------|-----------|----------|-----------|-----------|-----------|-----------|
| | FUNDING SOURCE | 2010/11 | | 2011 | /12 | 2012 | /13 | 2013 | /14 | тот | AL |
| | | Previous | Current | Previous | Current | Previous | Current | Previous | Current | Previous | Current |
| | Highway Bridge Program (HBP) | \$0 | \$0 | \$0 | \$0 | \$1,375 | \$0 | \$0 | \$0 | \$1,375 | \$0 |
| | Highway Safety Improvement Program (HSIP) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Railway (Section 130) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Safe Routes to School (SRTS) (SAFETEA-LU) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Transportation Improvements (TI) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Federal Lands Highway | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other - See note 3 below | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Æ | Subtotal | \$29,750 | \$34,700 | \$93,644 | \$93,683 | \$96,501 | \$56,306 | \$164,846 | \$163,036 | \$384,741 | \$347,725 |
| ₹ | Federal Highway Discretionary Programs | | | | | | | | | | |
| 皇 | Bridge Discretionary Program | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| FEDERAL HIGHWAY | Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 声 | Coordinated Border Infrastructure (SAFETEA-LU Sec.1303) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 臣 | Ferry Boat Discretionary | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | High Priority Projects (HPP) | \$417 | \$417 | \$4,000 | \$4,000 | \$0 | \$0 | \$3,559 | \$3,559 | \$7,976 | \$7,976 |
| | National Scenic Byways Program | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Projects of National/Regional Significance (SAFETEA-LU Sec. 1301) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Public Lands Highway Discretionary | \$750 | \$750 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$750 | \$750 |
| | Recreational Trails | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Transportation and Community and System Preservation Program | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other - See note 4 below | \$238 | \$238 | \$3,002 | \$3,002 | \$0 | \$0 | \$0 | \$0 | \$3,240 | \$3,240 |
| | Subtotal | \$1,405 | \$1,405 | \$7,002 | \$7,002 | \$0 | \$0 | \$3,559 | \$3,559 | \$11,966 | \$11,966 |
| | Federal Highway Total | \$31,155 | \$36,105 | \$100,646 | \$100,685 | \$96,501 | \$56,306 | \$168,405 | \$166,595 | \$396,707 | \$359,691 |
| | FEDERAL TOTAL ² | \$45,236 | \$36,968 | \$123,796 | \$116,681 | \$122,189 | \$75,004 | \$193,643 | \$188,868 | \$484,864 | \$417,521 |
| _ | TIFIA (Transportation Infrastructure Finance and Innovation Act) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 삥 | State Infrastructure Bank | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Ž | Section 129 Loans | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| FINANCE | Rail Rehab & Improvement Financing | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ш | Private Activity Bonds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| INNOVATIVE | Private Concession Fees | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| \ <u>\</u> | Private Donations | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 9 | Program Income (from a federal project) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 直 | Other (Please specify) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Innovative Financing Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

NOTES:

Note 1 - For Amendment 6 this includes AB2766, STA-PUC, ER-State, State Cash, STA-BLA, CTSGP, and OES funds

Note 2 - For Amendment 6 this includes ARRA-FRA funds

Note 3 - For Amendment 6 this includes STPE-L, STP, and IM funds

Note 4 - For Amendment 6 this includes 2006 Earmarks, 2009 Earmarks, BIA, EDA, FEMA, IM-EAR, IM-2764, IM-HR4818, IMD, Section 115, Section 117, Section 125, Section 129, STP-HR4818,

¹Regional: Some MPOs may not have regional fund sources. In these cases, data is shown as "zero" or not applicable.

²Federal Total: Is the sum of federal highway and federal transit programs.

³Innovative Finance: Toll revenues are included under local and regional while GARVEE bond revenues are included under state.

⁴Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation.

^{*}Note: STIP/SHOPP funding coming from prior STIP/SHOPP programs.